

**S E C R E T**

ROUTING INT

**ACTION:**

WFO 4

TOR: 2306Z 09 DEC 64

PRIORITY

25X1A  
25X1A  
IN 61810

TO PRIORITY

INFO PRIORITY

CITY

KEDLOCK

1. FLIGHT NO 33 ARTICLE 1002 FLOWN 8 DEC 1964
2.
3. DURATION: 1:40 HRS, TOTAL TIME: 42:05 HRS.
4. MAX SPEED REACHED: 0.92 MN. MAX ALTITUDE: 35,000 FT.
5. TIME ABOVE 2.0 M: 0:00 HRS THIS FLT. TOTAL 2:19 HRS.
- 6 T. O. WEIGHT: 115,400 LBS. C.G. 18 PERCENT.
7. OBJECTIVES:

### A. EXTERNAL CAPTIVE FLIGHT MISSILE G-11.

8. ENGINE START, GENERATOR OPERATION, LIQUID COOLING PACKAGE OPERATION, INS ALIGNMENT, FIRE CONTROL SYSTEM TURN ON AND MOAT WERE SATISFACTORY.

9. THE EXTERNAL MISSILE CAPTIVE TEST WAS SCHEDULED ON THE PMR. THREE PASSES WERE COMPLETED. THE B-57 AUGMENTED WITH DOPPLER AND NOISE AUGMENTATION WAS AT 0.65 M AT 10,000 FEET AND THE YF-12A WAS

**USAF review(s)  
completed.**

~~SECRET~~

**GROUP 2**  
**EXCLUDED FROM AUTO-**  
**MATIC DOWNGRADING**  
**AND DECLASSIFICATION**

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25X1A



(IN 61810)

S E C R E T

PAGE TWO

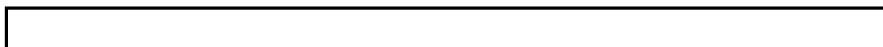
AT 0.9 M AT 35,000 FEET.

10. ON PASS NO 1 THE MISSILE WAS ON AIRCRAFT POWER. VELOCITY AND GUIDANCE SLAVING WERE SATISFACTORY. THE MISSILE DETECTED THE TARGET AND TRACKED INTERMITTENTLY PRIOR TO ZERO TIME. AT ZERO TIME THE MISSILE LOST LOCK-ON, WAS RESLAVED AND REACQUIRED LOCK-ON. THIS SEQUENCE WAS REPEATED SEVERAL TIMES. A PITCH SLAVING ERROR WAS INDICATED WHILE THE MISSILE WAS TRACKING. THERE WAS NO DISCERNIBLE CHANGE IN TARGET AMPLITUDE, AND THE TARGET APPEARED TO BE OF CORRECT SIGNAL LEVEL. AT TRIGGERS THE TARGET WAS 10 DEGREES RIGHT AS PLANNED.

11. PASS NO 2 WAS CONDUCTED ON MISSILE POWER. THE MISSILE ACQUIRED THE TARGET SHORTLY AFTER ZERO TIME IN THE COUNTDOWN. THERE WAS NO INDICATION OF RECEIVER ENABLE. THE MISSILE WAS RESLAVED AND ACQUIRED THE TARGET. PITCH SLAVING ERROR INDICATIONS WERE ZERO.

12. PASS NO 3 WAS A REPEAT OF PASS NO 2. AFTER TRANSFER TO INTERNAL POWER THE MISSILE UNSLAVED AND THE RECEIVER WAS ENABLED. THE MISSILE BROKE LOCK, WAS RESLAVED AND REACQUIRED THE TARGET. DURING TRACK ZERO SLAVING ERROR WAS INDICATED. THE MISSILE TRACKED UNTIL A LOOK ANGLE OF 30 DEGREES WAS ATTAINED. REAR REFERENCE PHASE LOCK WAS THEN LOST WHERE UPON THE MISSILE WAS TRANSFERRED TO AIRCRAFT POWER. REAR REFERENCE PHASE LOCK WAS REACCOMPLISHED.

13. PASS NO 4 WAS



25X1

THE YF-12 WAS AT 0.9 M, 35,000 FEET. THE F-104 ACCELERATED, PASS THE YF-12, AND CONTINUED TO ACCEL AND CLIMB TO 1.9 M AT 45,000 FEET. IR LOCK-ON WAS ACCOMPLISHED AT 2NM. AT

S E C R E T